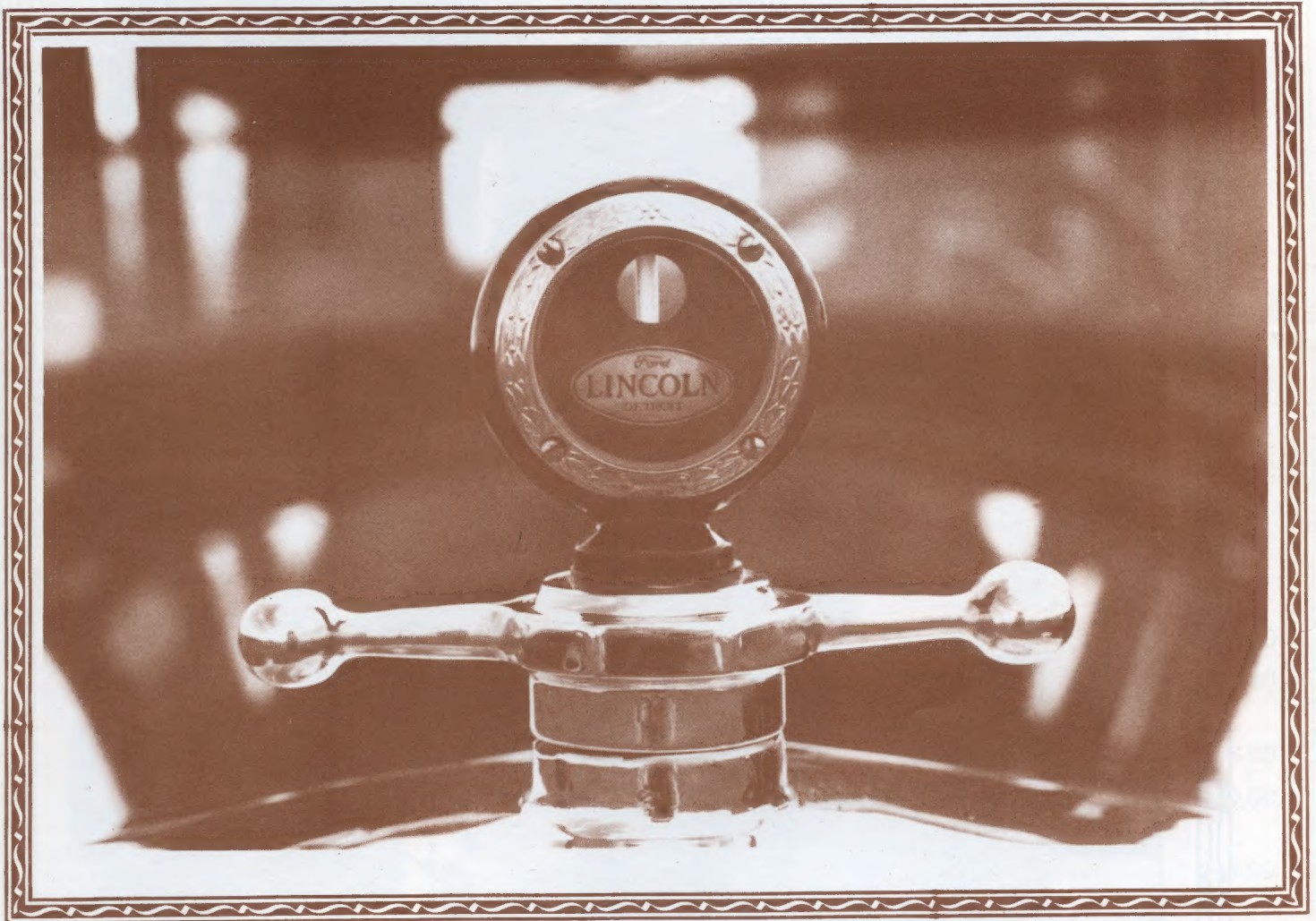


The FORK *and* BLADE

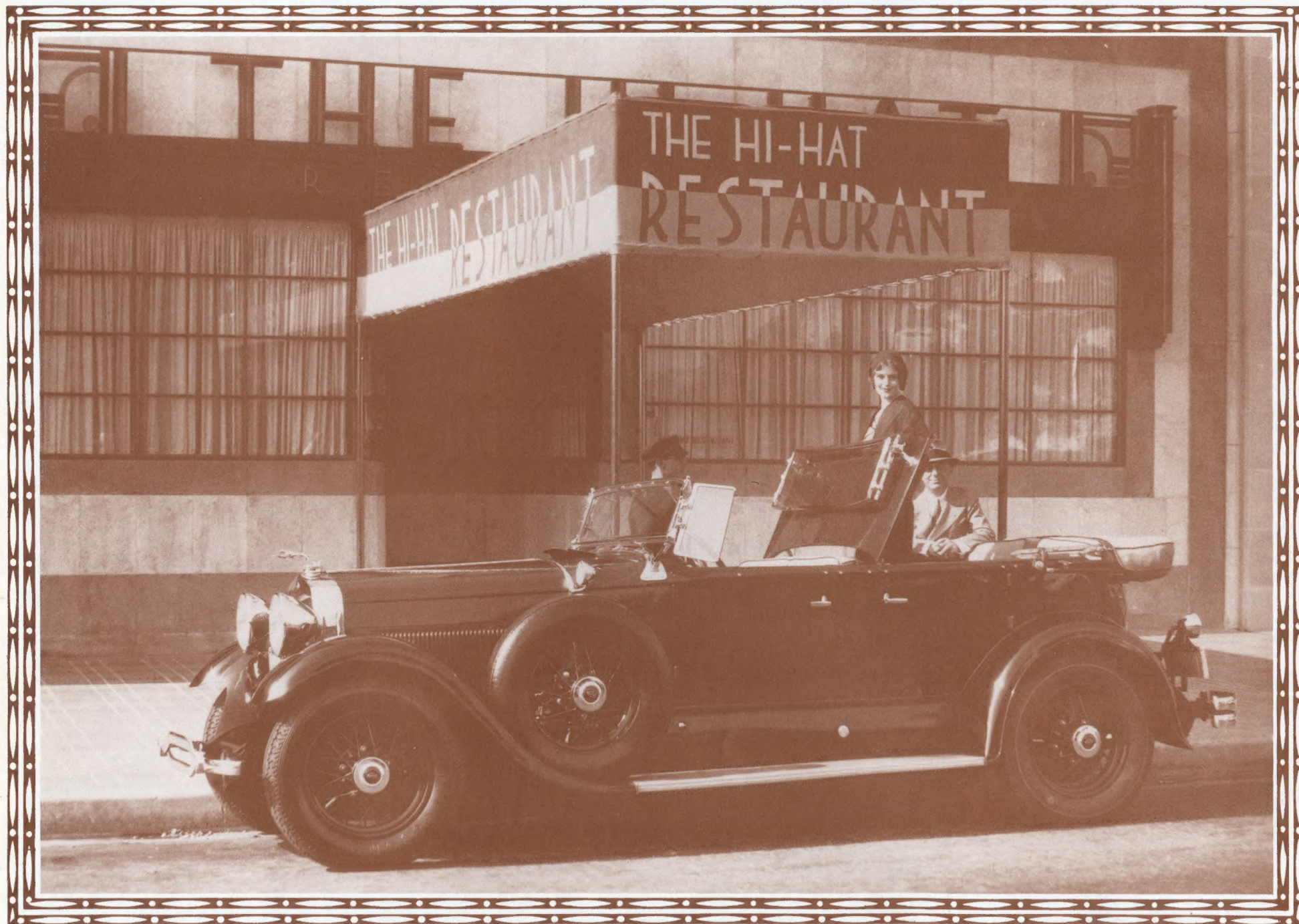
THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

VOLUME 18 NUMBER 3

MAY - JUNE 1979



1930 D.C. Sport Phaeton



The Fork & Blade

(USPS 055-430)

Lincoln Owners' Club Inc.

P.O. BOX 189

Algonquin, IL 60102

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Rick Zobelein

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THE LINCOLN OWNERS' CLUB, INC. is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

THE FORK & BLADE (USPS 055-430) is the official publication of the Lincoln Owners' Club and is published bi-monthly at 821 W. Chicago St. (Box 189), Algonquin, IL 60102. Second Class postage paid at Algonquin, IL. Articles and opinions expressed herein do not necessarily represent the views of the officers, editor, or membership. Every attempt is made to publish accurate and beneficial information; however, no responsibility is assumed by the club for damages incurred or losses sustained as a result of this information. Material submitted for publication should be mailed to:

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Cover: Steve Lehto's 1925 Brunn Sedan



Club Projects

1. 1924-1930 Lincoln Service Bulletins	\$ 30.00
2. 1931-1935 Lincoln Service Bulletins	25.00
3. Authentic Covers for 1924-1935 Lincoln Service Bulletins	5.00
4. L Lincoln Shop Manual	20.00
5. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards)	5.00
6. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards)	5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, IL 60102.

mail box.....

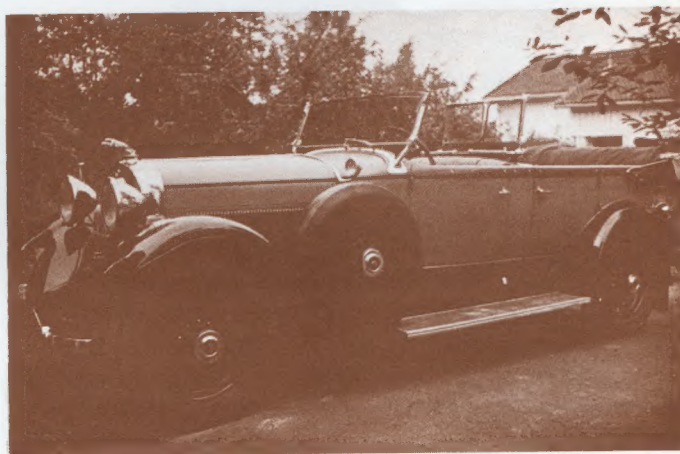
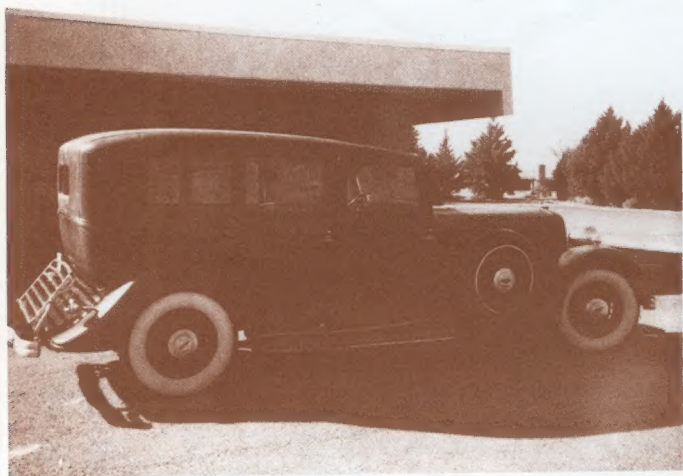
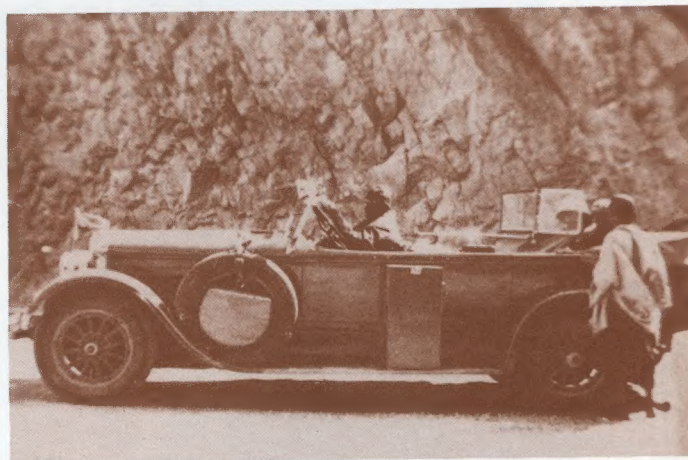
Mrs. Heath, Sundown, Texas;

Enclosed is a picture of a 1934 KB Willoughby seven passenger limousine, owned by Elton Heath. This vehicle was purchased new in 1934 by a family in Strawn, Texas where Elton grew up. In 1941 the car was put into storage due to World War II and the gas rationing. It remained locked in storage until 1954 when Elton purchased it from the original owners. The mileage showed 37,000 on the speedo.

The car is in very good original condition; this including the body, upholstery and mechanics.

Pertti Vaarre, Castlegar, B.C. Can.

Pictured below is a Finnish owned 'L' Touring in Africa in 1929. (Note cowl lites.). Also pictured below is a restored 1930 touring in Oslo that may have been used by the King of Norway.



For those who would like to know, there is a situation developing that deserves mention at this time. As it is well known, there are members who favor the Model 'L', while others take interest in the later series which include the 'K' and 'KB'. The editor is partial to the 'L' series and therefore has acquired a large assortment of material and knowledge that relates to the 'L' series only. As of this issue, there is little material readily available to publish for those of you who own and like the later series Lincolns. Therefore it is suggested that members dig deep into their resources and come up with material that can be included in later issues of the Fork & Blade. Otherwise, this magazine will be accused of catering primarily to the "early bird lovers" of the 'L' series. All material submitted will be returned ASAP. So remember, K & KB material is needed and will be published when received.

LINCOLN Eight 1930

Model V8, Standard & Custom
Serial No. (Approximate) 61,700 to 66,000**

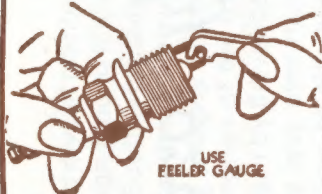
A. E. A. TUNE-UP SYSTEM

Standards of Adjustment
Automotive Electric Association
Issued January, 1935

Form No. LI-2

IGNITION

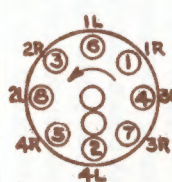
SPARK PLUGS



Size $\frac{1}{8}$ " S.A.E. Gap .025"
Original Equipment
Champion Type C-4

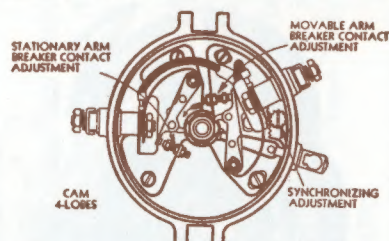
Consult Champion
Operating Range
Chart*

Distributor



Delco-Remy
No. 4029

Firing Order
1R-4L-2R-3L-
4R-1L-3R-2L



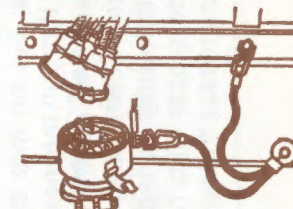
Breaker-Arm Spring
Breaker Contact Gap—.018" (.016" to .020" Limits)
Synchronization—30° & 60° Distrib. cam. degrees (60° & 120° Engine)
Condenser—Part No. 14961 Capacity—.20 to .25 Mfds.
Rotation—Clockwise (viewed from drive end of distributor)
Manual Advance—10° (Distributor)
Automatic Advance—Semi-Automatic—14° at 1800 R.P.M.
(Maximum advance in distributor degrees at distributor R. P. M.)

COIL



Delco-Remy No. 2195
Two Coils Used.
For Service Use
D. R. No. 530-L
Mounting Bracket
No. 1842364

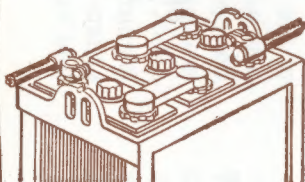
IGNITION TIMING



Synchronize—use rotary spark gap.
Use Timing Lamp—Stationary breaker contacts to open when mark R-1 on clutch ring is in line with pointer. This set of contacts controls right-hand coil and fires right bank of cylinders.
Manual spark lever fully retarded.

STARTING & LIGHTING

BATTERY

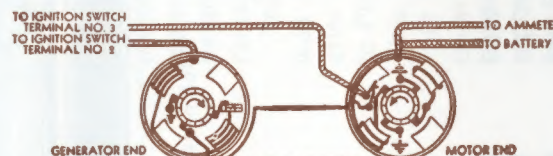


EXIDE—Type LX15-21E

Capacity—138 Amp. Hour.
(20 hr. rate)

Ground:—Negative terminal to frame.

MOTOR GENERATOR



DELCO-REMY No. 193-C

Motor Drive—Manual gear shift Part No. 17378

Free Running—60 Amp. 6 Volts.

Lock Torque—8 Ft. Lbs. 450 Amps. 2.5 Volts.

Motor Brush Spring Tension—36 to 44 oz.

Maximum Generator Output:

Hot—18 to 20 Amps. 7.5 to 8.5 Volts,
Cold—Approximately 2 Amps. higher

Cut-Out Relay—None

Generator Brush Spring Tension—24 to 32 oz. (All brushes).

Rotation—Clockwise (viewing generator commutator end)
Regulation—Third brush and thermostat
at 1400 R. P. M. of Generator
These readings taken at generator. Readings at ammeter on dash will be approximately 4 amperes lower.

Charge Adjustment—To increase, raise regulating lever.

VALVES

CLEARANCE



Engine Cold

Intake—.004"

Exhaust—.004"

TIMING

Flywheel marked
for T. D. C.

Inlet Valves open 2°,
or $\frac{1}{4}$ flywheel teeth.
before top dead center.

Tappet Lash for timing:
Inlet, .004"
(cold).

CARBURETION

STROMBERG—Model 0-3 (No. A-11383) TYPE—Single Updraft

Idle Adjustment—1½ to 2 turns open

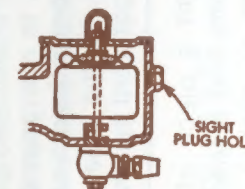
IN (clockwise) to make rich

High Speed Adjustment—Set throttle at equivalent of 25 M.P.H.

and adjust for fastest running.

OUT (counterclockwise): to make lean.

FUEL LEVEL



Fuel Level—Set so
that fuel level is at
bottom of threads in
sight plug hole.

COOLING, FUEL & OIL SUPPLY

Cooling System—

Capacity—30 Qts. (U. S. Meas.)

Radiator Flow—Gals. (U.S.) per min.

Thermostat—

Temperature Gauge—Moto Meter H-3099

Crankcase—Capacity 10 Qts. (U.S. Meas.)

Fuel Feed—

Air Cleaner—

Gasoline Gauge—

Oil Level Gauge—

Oil Filter—Pur-O-Lator No. EA-2

Ammeter—

Speedometer—

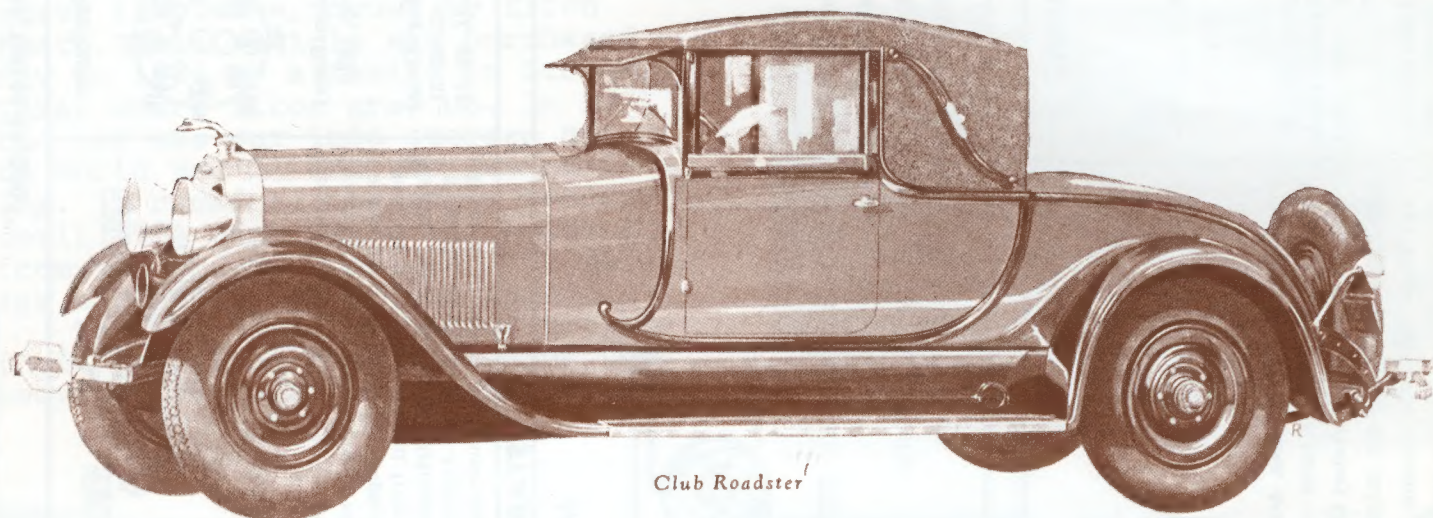
Vacuum-Operated Devices:

Windshield Wiper—Trico

Service Motor (Closed Models) No. S-85

My 1929 Lincoln

by R. Wellwood



The Mobile American

Part 2

The Lincoln was never in the vanguard when I moved because I always had a bigger five or seven passenger car capable of carrying more of my belongings. It was always left behind and retrieved later whenever time off from the new job could be arranged.

The first of these moves occurred in the summer of 1945 when I accepted a position with the Ingalls Shipbuilding Co. in Pascagoula, Miss. The Lincoln was left in the great garage at Lyndhurst, the fabulous (but vacant) mansion home of the late Emil Winter, a Pittsburgh banker and steel maker from whose estate I had purchased a Locomobile town car. Earlier it was the home of the notorious Harry Thaw whose murder of Stanford White was the cause celebre of 1906.

The Lincoln was driven about Pittsburgh two days before I left on the 1100 mile trip to Pascagoula with everything I could pack into my big seven passenger Minerva; but on that day it jumped time and barely made it through the massive iron gates on Beechwood Boulevard and up the long, steep winding drive at Lyndhurst — wheezing and steaming.

The following spring I received word that a real estate developer who had purchased Lyndhurst was preparing to raze the buildings, so I wrote to a friend in

Pittsburgh asking him to have the Lincoln towed to a nearby shop where the timing chain could be replaced. His first reply gave me the disquieting news that the developer of Lyndhurst, in rearranging sewer lines, had dug a deep trench across the driveway that made the garage inaccessible. In due time, however, the earth was restored and I got word that the Lincoln was in working order again.

Having hastily bought a piece of property in Pascagoula on which there was a shed which could give minimal protection to cars, I departed for Pittsburgh.

This was the spring of 1946 and the trip back to Pascagoula was pleasant and trouble-free. There were no Interstates then and no Holiday Inns. I spent one night with relatives in Cincinnati, one night at the old Maxwell House in Nashville and another in an old hotel in Columbus, Mississippi — not far from the Mississippi College for Women where I was regaled by girls rehearsing maypole dances on the greensward.

Shortly after its arrival in Pascagoula the Lincoln ran its most important errand. With me at the wheel, it carried a Pascagoula school teacher to a jewelry store in nearby Gulfport to purchase the diamond that still

gleams on her left hand.

No, the old Lincoln was not the honeymoon car (as it should have been) because my job in Pascagoula played out before the nuptials could be solemnized. We were married in Pittsburgh where I had resumed my old job at the Porter Co. Having come back in a more capacious car that would hold more of my things, the Lincoln, as always, was left behind.

The old Lincoln undoubtedly had her closest brush with oblivion in 1947 when Pascagoula lay in the path of Hurricane — Cambice — Desdemona — Elzalita — ? (whatever her name was). I was not there and pressures in Pittsburgh made it impossible for me to go there for many months.

In 1951, at long last, I finally found time to go to the Gulf Coast to extricate the Lincoln and a couple of other classics from what remained of my hurricane ravaged building. What with the sub-tropic heat, humidity, the salt spray of the sea less than a mile away and the building about half blown down; my cars really were "treasures on earth where moth and rust doth corrupt". To make sure that this unholy atmosphere was held as close to the cars as possible, they were covered with pine cones and needles that had come through the damaged roof.

The Lincoln was immovable — its engine siezed. So I traded the Lyndhurst Locomobile (what was left of it) to a capable man for his good offices in helping me get the Minerva into safe storage and the Lincoln ready for the road. He freed the Lincoln engine, after which he thought he was through — but he wasn't. Taking a little shakedown spin along the beach on the day before I should have left, there occurred a repetition of what happened in Pittsburgh on the eve of my departure from there six years before. Gasping for breath, she limped back to the shop out of time again. Again the whole head end of the car had to be dismantled to get the timing chain back where it belonged, and that took another day or two.

With but a two week vacation in which to carry out

this whole project, I now found myself pointed toward Pittsburgh without quite enough time to make the trip comfortably. July in the Deep South is brutally hot, and vapor lock often impeded my progress. I drove all night one night, and that leg of the journey left me with a couple of my most vivid memories of the trip. There was the destruction of a big barn by fire whose flames lit the sky and illuminated my way over much of the distance from the Alabama line to Nashville. Then there was the drunk who bore down on me in an all-night diner in Nashville. On very short acquaintance he sized me up as the sort of citizen Nashville needed. He tried to get me to make it my home then and there —before daylight. Perhaps I should have heeded him. With the old Lincoln, a guitar and Minnie Pearl in the rumble seat, I might have made it big as the "Country & Western" boom developed.

I did, however, resist this man's blandishments and pushed on — fighting sleep by reciting to myself scraps of great epic poems such as "Horatius" and "The Destruction of Sennacherib".

Once back in Pittsburgh, the Lincoln had to stand in the street in front of our Shadyside apartment for a while before I found a garage to keep it in. During this period it suffered a bit from juvenile attack, but no major vandalism. Soon it was safely housed in the neighborhood and secure for the fifteen years we remained in Pittsburgh thereafter.

The next move, to Charleston, West Virginia in 1966, was simple. The distance was not great; so, shortly after we moved our household, Gladys and I returned to Pittsburgh and drove it down here on a week-end. This, then, has been its base of operation ever since.

In 1962 I bought the first of the two Jeeps that have been the only automobiles I have ever owned that were built since 1932. Until then, such old cars as comprised my fleet at any given time were my only means of transportation. The Lincoln, naturally, shouldered a share of this duty; so Part III will relate some of my recollections of its use for both "Business and Pleasure".

July 29, 1979 -- Southern California

Lincoln Owners' Club Picnic at the Big Oaks Lodge, located twenty five miles from downtown Los Angeles in Bouquet Canyon. This will be a catered lunch put on by the Lodge. If you wish to attend, please contact Tom Powels for reservations by calling (213) 343-7332, or writing Tom at 6933 Yolanda, Reseda, Calif. 91335.

August 4, 1979 -- Northern California

Lincoln Owners' Club Picnic in the Wagner Grove at Harvey West Park in Santa Cruz. This will be a picnic similar to the one held in San Mateo last year. Contact Bob Sohl at (408) 423-2907, or write him at 1101 Martin Rd. Santa Cruz, Cal. 95060.

LINCOLN OWNERS' CLUB

1979
NATIONAL MEET



TO BE HELD IN

LINCOLN, ILLINOIS

JULY 19, 20 and 21

REGISTRATION PACKET MAILED TO ALL MEMBERS

REGISTRATION DEADLINE
— JULY 1, 1979 —

JOHN & JANE BROWER, 1666 EIFERT RD., HOLT, MICHIGAN 48842
(517) 699-2746

ITINERARY

THURSDAY, July 19th

Arrive in Lincoln, Illinois
Register at Holiday Inn

FRIDAY, July 20th

Leave at 10:00 AM on tour
to Springfield, visit
Lincoln's Tomb, lunch at
New Salem Park, tour to
Lincoln's home, return
via back roads.

FRIDAY NIGHT

Dinner in a railroad dining
car at the newly renovated
Depot Restaurant in Lincoln.
(The owners of this restaur-
ant have spent over a
million dollars restoring
the original Lincoln Depot)

SATURDAY, July 21st

Judging at Railsplitters
Park followed by a catered
lunch. At 1:30, line up for
a parade thru Lincoln, and
parking cars around the
Court House for public
viewing. (Roped off)

SATURDAY NIGHT

Awards Banquet at the Holiday
Inn with dancing afterwards.

SUNDAY, July 22nd

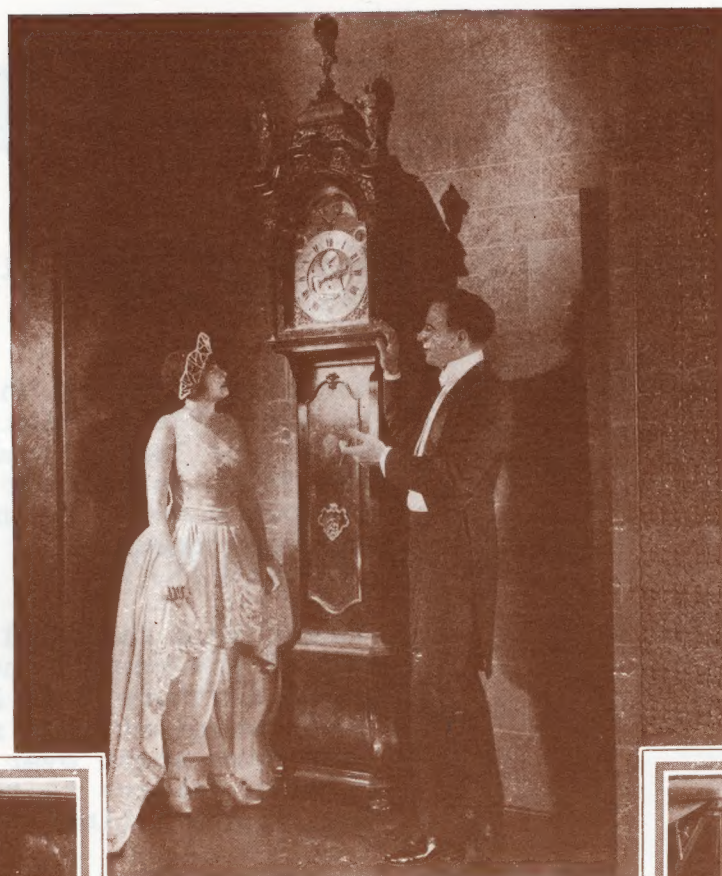
Breakfast on your own, and
fond farewell to all attend-
ing; depart for return trip
home.

Right—Corinne Griffith and Milton Sills in a scene from *Single Wives*

Below—Ruth Clifford, who plays the part of Ann Rutledge, Lincoln's first sweetheart, in *The Life of Abraham Lincoln*

Oval (left to right)—Jere Austin and Phillips Smalley in another scene from *Single Wives*, on the Jewett estate, Oak Knoll, Pasadena

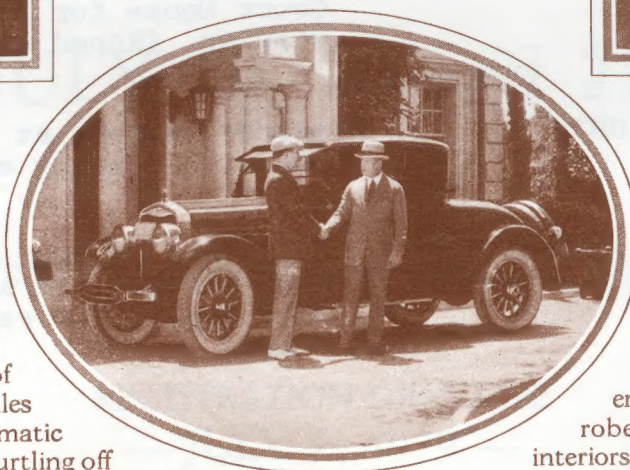
Below—Cecil B. deMille, who gives great credit to the automobile for the swift growth of the moving picture industry



Every Move a Picture

By

CECIL B. DEMILLE



HAD IT not been for the automobile, I doubt if motion pictures could have scored the tremendous advance which has been theirs during the past fifteen years.

In fact, the growth in importance of the automobile has run almost parallel with that of the film industry. Automobiles provide opportunity for dramatic action. We have had them hurtling off bridges, narrowly escaping from or being hit by trains. We have had them racing on errands of mercy, love and villainy. Automobiles are symbols of various stations in life and have been so used in photo-play productions.

It is, therefore, obvious that the automobile in Hollywood has lived out a most interesting past decade.

Motion picture players are sent on "location," often a hundred miles from the studio, for many days at a time. It is quite natural, therefore, that a motor car should become at once an essential, and, at the same time, a

saver of valuable moments if it is equipped as a sort of moving dressing room. Miss Pickford, I believe it was, discovered how valuable a car could be as an essential part of her actual working equipment. So therefore it is that bodies have been lengthened or shortened to carry wardrobe trunks of the proper size, interiors fixed to permit the hanging of large mirrors with "make-up lights" and other

special and useful heating and lighting arrangements. In my own Lincoln limousine, for instance, I have a shelf built on which I can lay flat my continuity case and whatever papers I happen to be working on en route. Writing materials are at hand, as well as other conveniences, to permit me to carry on my work to and from a location, my home or my ranch.

I think I can say for my associates in motion pictures that automobile qualities most prized by film people are special utility, durability, power, appearance and speed.

We have discussed special utility. Durability our cars must have, for our "locations" are mostly far in the mountains or out in the country, often over bad roads. Our cars can't fail, or the "overhead" would pile up a big loss on our picture. Hence, we must have big, strong cars even though individually we might prefer the smaller variety. Power we also must have for the same reason. But power, of course, is something every motor owner comes to love. Personally, I know of nothing more wonderful than the purr of a finely constructed engine and, while I appreciate the utilitarian value of a powerful car, there enters into this phase a considerable element of personal affection. Speed is a corollary of power and one feels towards it in much the same way.

Appearance has been a large factor in the cars owned by the motion picture people in Hollywood. There have been some isolated individual instances of bad taste, but, on the whole, it can be said of Hollywood that she led the world in appreciation of what could be done with a custom-built body. Ideas pioneered by motion picture people have now been copied all over the world. Innovations of comfort put in to aid players in their work have since been incorporated as regular stock features by certain manufacturers. But even at that there hasn't been the wide deviation from the "stock" model some people imagine. Over sixty per cent of the automobiles owned by Hollywood film players or directors are just as they come off the sales floor, with only minor changes for added comfort or professional convenience.

Many people think that "cruelty to cars" is common in motion picture-making, that we take a splendid piece of mechanism and strew its valuable parts hither and yon over the landscape.

Nothing could be farther from the truth. I know of only two instances where cars were totally destroyed to gain a motion picture effect. And I know scores of 'old familiars whose specially prepared "break-away" bodies have been wrecked many times, but whose original motors purr merrily on. Salvage is our middle name when we have an automobile wreck scene. Automobiles are made

so really wonderfully at this stage of the industry that the standard makes are practically fool-proof. No matter how hard you punish them, a clever mechanic can have them on the road in twenty-four hours, apparently not much the worse for their experience. The car which an engine pushed off a trestle in my production *Saturday Night*, looked like a pile of junk when we got to it—but today, with new fenders and a few new parts, it is running around Hollywood with no signs of its 75-foot dive.

Rapid transit is vitally important when one or two thousand people at \$7.50 a day—and up—are used on a location some distance from the studio.

The automobile saves time and money by making possible the quick checking of production errors. Recently I used 2,500 people and 300 animals in scenes on sand dunes 200 miles from Los Angeles. Four fast cars transported the exposed film back to the laboratory. A car would leave the location at seven and arrive in Hollywood by midnight. The driver would sleep until noon and then start back with the developed print. We would screen it at seven and be prepared to make any necessary retakes the next morning. This sort of quick action saves money when certain big crowd scenes run up to two or three thousand dollars an hour.

Night lighting scenes away from the studio were not possible until the automobile engineers designed what we call a "power wagon." On a heavy truck chassis is mounted an electric generator set supplying enough current to illuminate a half mile of frontage. The electric dynamos are run by a heavy duty gasoline engine.

And of course we couldn't make artificial storm scenes without the wind machine, which usually consists of a salvaged automobile motor attached to airplane propellers.

Truly, there is no end to the penetration of the motor car into the film industry. That Detroit and Hollywood both should have registered in the same decade a growth which has astounded the world is not surprising to those who have known how closely the two lusty young giants have joined destinies on their upward climb.

Monte Blue and his bride





A Word to the Wives

Do you ever speak of the dull routine of household chores??

Well!!!

Grandmother, on a winter's day, milked the cows
and fed them hay;

slopped the hogs, saddled the mule, and got the
children off to school;

did the washing, mopped the floors, washed the
windows and did some chores;

cooked a dish of home dried fruit, pressed her
husband's Sunday suit;

swept the parlor, made the bed, baked a dozen
loaves of bread;

split some firewood and lugged it in, enough to
fill the kitchen bin;

cleaned the lamps and put in oil, stewed some
apples she thought would spoil;

cooked a supper that was delicious, and after-
wards picked up and washed the dishes;

she fed the cat and sprinkled the clothes,
mended a basketful of hose;

then opened up the organ and began to play:
"When You Come to the End of A Perfect Day"

I have not received any new recipes from you gals out there.
Come on now..... please send in something that we all can enjoy.
I received a note from one member in Texas stating how much she
and her husband enjoyed making and eating the Church Window Candy,
a recipe listed in an earlier issue.

Hope to hear from you soon!!!!!!!

Ginny Jansen
3633 S. Creek Rd.
Hamburg, New York
14075

The Market Place



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the club.

FOR SALE

- 1938 K miscellaneous parts. Prefer to sell as a lot. Send S.A.S.E. for complete list. Contact Jos. C. Hordubay, Oldfields School, Glencoe, Md. 21152.
- L Original side curtains, brackets (4), and top boot for early touring. \$350.00 Post Paid. Contact: Robert Sohl, 1101 Martin Rd Santa Cruz, California, 95060; (408) 423-2907.
- L front drums and hups; make offer.
- 1932 KB headlight tie bar emblem, good condition, make offer.
- 1932 KB accessory full wheel covers, \$200.00
- K V-12 distributor, \$100.00. Willoughby Body Tag, \$50.00.
- K late series, wire wheel, \$65.00. pair of interior vanity lites, radiator emblem, window crank handle, interior door handle, make offer. Contact: Charles Jones, 121 Midway Dr. Woodland, California, 95695. (916) 666-2250
- 1926 L 12:55 ring and pinion for differential; transmission, and clutch assembly.
- 1931-33 V-8 or V-12 complete clutch and pressure plates, like new. Contact: Del Beyer, 5646 Pleasant Hill Rd. Hartford, Wi. 53027. (414) 673-2561.
- KB V-12 1932-33 3½" bore head gaskets, \$125.00 pair.post paid.
- K V-12 1934-40 31/8" bore head gaskets, \$125.00 pair. post paid. 1st Class mailed. Contact: Mike Lynch, 18 Hastings Ave., Toronto, Ontario, Canada, M4L- 2L2. (416) 466-6775, nites.
- 1925 L Judkins Berline, 3 window, 4 passenger sedan, Model 140C. Prime original condition, low mileage. \$18,500.00. Contact: Ed Linotti, 2530 Pleasant Hill Rd. Sebastopol, Calif. (707) 823-8815.

WANTED

1935 K Limousine, two sidemount wheel covers, six hubcaps, one tail light lens, two bumper guards, one luggage rack, one front license plate bracket, one mascot, two headlight lenses and rims one trunk handle and lock assembly, one gear shift knob, one inside right rear door handle, one 700x18 wire wheel, one rear seat assembly. Contact: Charles Vendl, 1935 Morello Ave. Pleasant Hill, Calif. 94523.

KB V-12 Tools & original literature. Contact: Charles Jones, 121 Midway Drive, Woodland, California, 95695; (916) 666-2250.

1931 K touring, taillight, chrome parts, hubcap, small engine parts, shop manual, etc. Contact Chris Puzzuoli, 6500 Oakman, Dearborn Michigan, 48126; (313) 582-7345.

1933 KA EE-2 Stromburg Carb. bowl assembly. Need part or pattern for upholstered cover that fits accross inside windshield header and covers windshield wiper motors. Contact: Franklin D. R. Bell, 3048 Libra Lane, Cincinnati, Ohio, 45239. (513) 533-7565.

1929 L Judkins, complete sunvisor, part of, or patterns for reproduction, (return of original parts guaranteed.), two hubcaps with hex center, two sidemount mirrors with script and straps, reliable plater in Chicago area, Looking for good 1928-32 Phaeton. Contact: Stanley Lempa, 4901 N. Crescent Ave. Norridge, Ill. 60656. (312) 456-0334 evenings.

Accessory for Lincoln. Any type of Testaphones (bulb horn) particularly an eight tube model. Contact: Burman Copher, 2929 Catalpa Dr.; Dayton, Ohio, 45406. (513) 274- 9705.

WILL TRADE

L parts: gaskets, clutch discs, late V-8 engine parts to trade only for 1940-1950's Schwinn Baloon Tire bicycles, parts, and any literature pertaining to above or any leads. Contact: Greg Henkels, 1555 Mesa Verde "E" 58 E Costa Mesa, Calif. 92626. (714) 751-5526.

Have: 1923 owner's manual; 1931 hubcap, headlites & bar, emblem, greyhound; 1933 headlites; 1934 Blue Dot lenses; 1935 wheel.

Will Trade: for 1932 parts. Need: KA horn, V-8 engine, trunk rack, one piece rear bumper, folding Victoria seats, parking lites, tail lite lenses. Wanted- any KB, any body style.

Need: Fork & Blade 1976 including roster; 1972 January; 1969 January and March; any issues prior to 1969. Contact: Jim Griffin, Rt. 2, Box 326, Minocqua, Wisconsin, 54548. (715) 356-3039.

1932 Salon, Palace Hotel, San Francisco



CERTAIN fortunate people combine knowledge that comprehends the best with means to purchase it. For them the Lincoln of 1937 was designed. The more critical they are of every detail in their prospective new car, the more certainly they will choose and enjoy *this* new car. The 1937 Lincoln, in every sense, is a finer car than any previous Lincoln. (And that is saying a great deal.) It retains the Lincoln's dignity and strength of design, yet its flowing lines are as alive and fresh and stimulating as a ski-run on some New Hampshire mountainside. It is more than a thing of beauty. It is superlative transportation. Owners travel with distinction, comfort and safety—to the center of town or across a continent. Every appointment in the commodious interiors expresses thoughtfulness in little things and excellence in workmanship. . . . Power in reserve flows from the justly famous V-12 cylinder engine. It is built to the highest known standards of precision—to Lincoln standards! . . . There are twenty-one body types available, including custom models by Brunn, Le Baron, Willoughby, Judkins. . . . Lincoln Motor Company, builders of Lincoln and Lincoln-Zephyr motor cars.

THE TWO-WINDOW BERLINE BY JUDKINS

THE *Lincoln*

